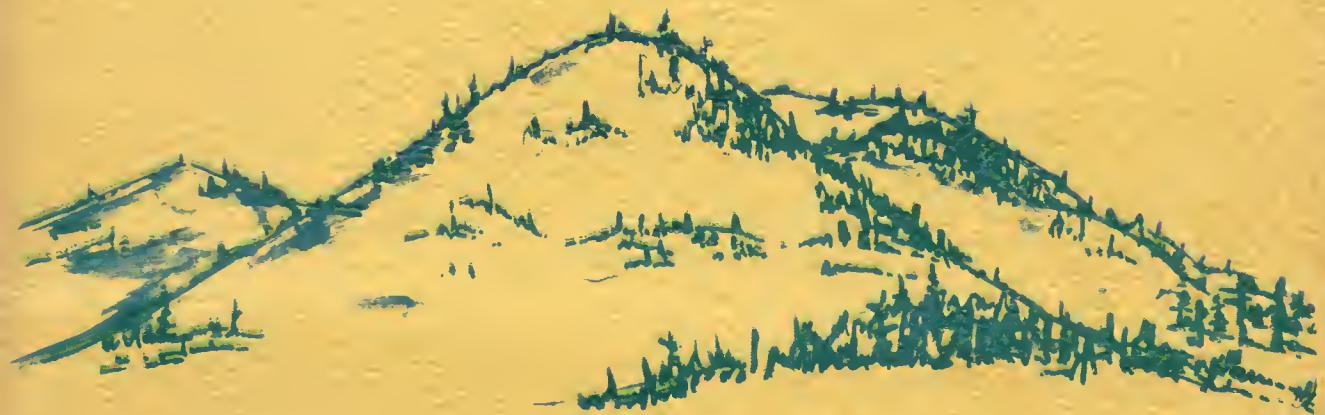


# HAREWOOD



I. Thomas

*Land  
of  
Wakesiah*



*Jain Pearson*

## P R E F A C E

The Harewood Centennial Committee, which is a volunteer group, is bringing to you this booklet, a resume of the history of Harewood. We as a group have created this booklet knowing that it is impossible to obtain all the information we would have liked to record here. We have done the best we could and if we have been remiss and left some pioneer names, places or incidents out, we apologize.

The "Legend" of the "Land of Wakesiah" is derived from Indian Legends in the Nanaimo area.

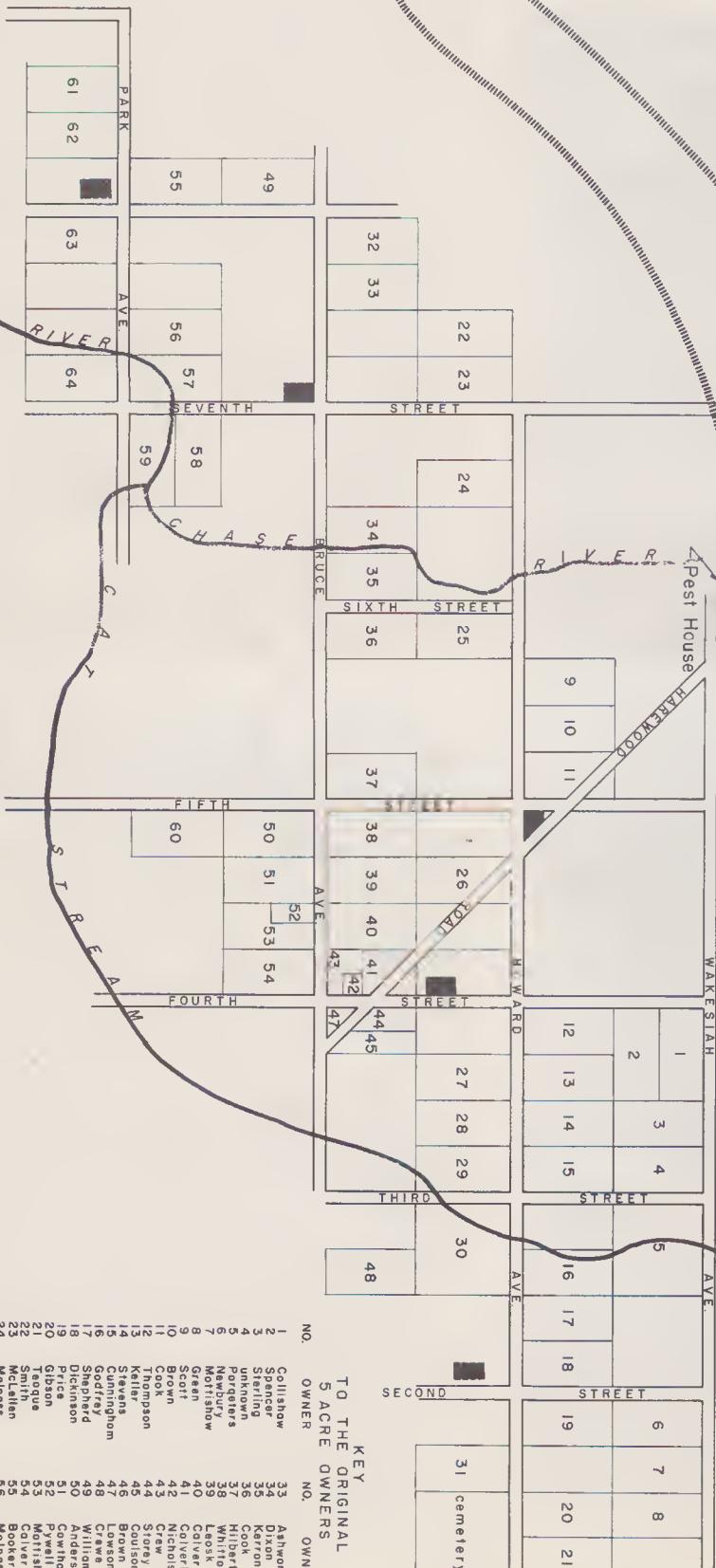
The pictures and information in this booklet have been supplied by pioneer residents of Harewood or their descendants in the Nanaimo area. To these, we give thanks for their co-operation.

Sincerely yours,

**Harewood Centennial Committee  
1966 - 1967**

HAREWOOD CENTENNIAL COMMITTEE

Wokesiah mine  
*(begun in 1914)*



stores  
schools

## HAREWOOD LAND OF WAKESIAH

BY JIM BORSERIO

The story of Harewood starts with the discovery of coal at Nanaimo. In April of 1850, Joseph W. MacKay was directed to the Nanaimo coal deposits by Tee-a-Whillum, otherwise known as Coal Tyhee. In August, 1852, MacKay revisited Nanaimo with Chief Factor James Douglas. This was Douglas' first visit to Nanaimo. He was not only impressed by the coal deposits but also by the scenery and beauties of nature and he noted that the Mountain behind the harbour "sloped to the sea."

Many visitors since Douglas have been deceived by the illusion created by the rock formation which has produced a natural amphitheatre behind the Nanaimo Harbour. This back-drop of nature gives one the impression that Mt. Benson slopes to the sea.

It was not until the first settlers began arriving in Nanaimo in the autumn of 1852, that the illusion was discovered. The settlers made enquiries concerning the abundance of wild game which the Indians peddled around the camp. The newcomers were informed that the Indian hunting ground was in the "Land of Wakesiah" (Chinook: "Far-away") a valley which was located at the foot of Tack-to-lan, now known as Mt. Benson.

When questioned about the Land of Wakesiah, the Indians told an interesting story:

In the beginning, after the Saghalie Tyhee had created the world, the forest soon appeared. The trees were enormous and countless. The forest was as old as the hills it covered. There were rivers in it and mountains could be seen in the distance. Numerous green blades were found among the forest giants and there the deer fed. And through the forest there were trails that went back into animal time. The forest was born, died and was reborn with the passing of the seasons.

One day the Saghalie Tyhee came to earth to visit his creation. He alighted atop Tack-to-lan, whose heavily timbered slopes stretched to the sea. From here he could see his handiwork for miles around. As he surveyed the countryside he became aware of the intense stillness and silence that pervaded the countryside. There were no noise, no sounds and



COAL TYHEE — The Indian Chief responsible for the discovery of coal in Nanaimo.

no echoes in the air. Then and there the Saghalie Tyhee decided that this new land had to have people, created in his image, living upon it.

He raised his arms to the Heavens and immediately a huge cloud formed over his head. The cloud parted and two men appeared carrying Soc-o-thock. They deposited him with his bow and arrows beside the Saghalie Tyhee and they returned from whence they came.

The Saghalie Tyhee took Soc-o-thock by the hand, pointed to the land below and said, "Go thou forth and discover the beauties of your new home. Go live in peace and harmony with your friends of the forest."

"Thy will be done, O' Great and Noble Chief," said Soc-o-thock.

"Then I shall leave you Soc-o-thock."

As he surveyed his new home, Soc-o-thock remarked,

"O Mighty One, before you leave there is one small favour I would ask of you."

"Yes, what is it, My Son?"

"O Great Chief, the slopes of this mountain are steep. It runs right into the sea. It will give me little protection. It will make a poor shelter. Could you not carve out a small valley for me?"

"It will be done," said the Saghalie Tyhee.

With that he raised his arms to the Heavens. Instantly from out of the west appeared the Thunderbird. The flap of its enormous wings carried ear-splitting claps of thunder to roll over the Heavens. As the Thunderbird approached the two men atop Tatch-to-lan, the Saghalie Tyhee pointed with his finger to a section of the mountainside below. The Thunderbird circled slowly and with his tongue, hurled lightning bolt after lightning bolt at the mountainside. After some time, the Saghalie Tyhee raised his arm and the Thunderbird stopped. When the dust had cleared, the "Land of Wakesiah" was plainly visible and Soc-o-thock could see that a high wall had been thrown up on the eastern side to protect him from the buffeting winds that roar in from the sea.

Soc-o-thock was awe-stricken with what he had witnessed. After he had recovered, he turned to the Saghalie Tyhee but found him gone. Then slowly he descended to his new home, the "Land

of Wakesiah." He built a lean-to beside a stream. For many moons, Soc-o-thock enjoyed life, wandering through the valley exploring every nook and cranny of his new home and making friends with the animals that lived in his valley, especially Eena, Shwah-Kuk, Le Loo, Chet Woot and Chak-Chak.

There were many new things, wonders and discoveries to occupy Soc-o-thock's attention. The seasons passed quickly. But there came a time when Soc-o-thock became lonely and longed for a female companion. Daily he visited a rocky promontory that overlooked the Nanaimo Harbour. Here he meditated and prayed. Here he gazed out across the water to what are now Protection and Gabriola Islands. Longingly he looked for signs of human beings. With each succeeding visit to the promontory, Soc-o-thock became a lonelier soul. Finally the great Saghalie Tyhee answered his cries of loneliness. He sent Soc-o-thock a woman to be his companion. From this union Soc-o-thock was blessed with three sons; Swy-a-lana, Hoc-a-chin, and Skia-sett.

With the passing of time, there were gathered around Soc-o-thock, his children, his grandchildren and his great grandchildren. Many moved and settled throughout the "Land of Wakesiah" forming their own tribes. Soon they lost contact with each other. In time they began to look upon the members of the various clans with suspicion, fear and hatred. It wasn't long before they were warring with each other.

Soc-o-thock became very distraught when he saw his children fighting each other. He prayed to the Saghalie Tyhee for guidance in settling these disputes. Finally the Saghalie Tyhee came to the valley to restore the peace that it had once known. He banished Skia-set and his family to the north; Hoc-a-chin and tribe to the south and he sent Swy-a-lana and his followers east to the Nanaimo Harbour.

Then he turned to Soc-o-thock and said, "You and your wife shall continue to live here in peace until I call you to my side. However, none of your sons or their descendants shall return to the "Land of Wakesiah." Having spoken, he returned above.

Oddly enough, from that day on, no Indian ventured to return and live in the valley, although they did hunt in the "Land of Wakesiah" for their food.



LOGGING on Mount Benson in the 1920's



## HAREWOOD DISCOVERY OF COAL

Soon after the discovery of the "Land of Wakesiah," the white settlers began to roam the valley from one end to the other. Within ten years, coal deposits were discovered in the Harewood ridges.

This fact is substantiated in a book written by Dr. Cheadle, a world-wide traveller, and titled "Dr. Cheadle's Diary." An extract from his diary and dated Friday, December 11, 1863, reads:

"Went off with Dr. Benson, Viscount Milton and Captain Lascelles, according to agreement, on an expedition through the woods to see an outcropping of coal. The field (Harewood) of which Lascelles had engaged from the government under hope of forming a company to work this field. Lascelles having been in communication with his brother-in-law, Mr. Mills, a London banker, with a view of getting his financial assistance.

A civil engineer named Landale was our guide, but he wandered through the thick bush for an hour or more. We kept close to him but Dr. Benson and the ship's boy with the luncheon, lagged far behind.



DR. BENSON — for whom Mount Benson was named, and Mrs. Benson.



MOUNT BENSON — the backdrop of Harewood.

Presently Dr. Benson began to hallo and kept up a continual halloing to know where we were, and finally arrived out of breath and very red in the face and assured us that we were going in the wrong direction. We therefore lunched and piped and then concluded that as our guides could not agree and it was getting rather late, it would be better to return rather than to risk the almost certainty of being in the woods after dark and perhaps having to spend the night out."

Captain Lascelles, mentioned in the "Diary," was a member of the British nobility. The eldest brother of the Lascelles family held the hereditary title of Lord Harwood (pronounced Harewood). It is from this branch of the English nobility that the name Harewood comes, although it was misspelled by the early Harewoodites.

## HAREWOOD

The Honourable Horace Lascelles arrived at Esquimalt on July 12, 1860, as second in command of the H.M.S. Gunboat "Forward." Captain Lascelles' first visit to Nanaimo, on board the "Forward," impressed him very much. The coal industry was being developed rapidly. Subsequently, he purchased some 9,000 acres of Crown land which lay beyond the jurisdiction of the Hudson's Bay Company.

Victoria Colonist, March 27, 1866

"In 1864, a new mining operation, known as the Harewood Coal Company, was being established at Departure Bay. In two years, this ambitious young company paid out \$30,000 for 8962 acres of land, construction of buildings and bridges."

The Harewood Mining Company secured a valuable seam of coal in 1864 in the Chase River Valley, several miles from the mouth of the river and beyond the limits of the Vancouver Coal Company.

A joint stock company was formed, acquired sufficient land for the purpose to hold the land for construction of a railway and 100 acres on Departure Bay for a terminus and erection of wharves. The Legislature issued a Charter with the stipulation that the railway must be completed by April, 1866.

Capital of £10,000 was required to build the railway, etc. An attempt to raise the money in England was a failure, and the Company finally had to ask for an extension on the time clause.

The Harewood Extension Bill had its second reading January 26th, 1866, and passed.

Mr. Robert Dunsmuir and the Honorable Mr. Spaulding visited the mine site July 19th, 1867, to see for themselves the extent of the coal seam.

The Committee of the House of Assembly — Messrs. Ash, Dennes and Cunningham, (Hon. member for Nanaimo) sat on Friday, July 1867 to hear the petition of the Vancouver Coal Company against the extension of the Railway Act applied for by the Harewood Mining Company.

After hearing Mr. Ring, Council for the petitioners, the Committee reported in favor of the Bill which came before the House, passed its third reading without opposition.

Mr. Dunsmuir was the first recorded



CAPTAIN HORACE LASCELLES — who first purchased the Land of Wakesiah, changed the name to Harewood, which is from his family name of Lord Harewood.

miner in Harewood, who, in 1864 was employed by the new company to prospect their lands for coal, but he turned in an unfavorable report of the coal potential of the Harewood Mines, and struck out on his own.

Horace Lascelles had visions of huge coal operations but these did not materialize because on June 15, 1869, he died suddenly in Victoria. He was buried with full military honors in the Esquimalt Cemetery.

His sister, Lady Claudia Hamilton, inherited his vast estate including the Harewood Land Tract. Since she was not interested in mining, she leased the land to Captain T. A. Bulkley from 1874-1877.

## THE FIRST HAREWOOD MINE

Mr. Bulkley proceeded with his exploration for coal. On August 19, 1874, he found an outcrop on the Harewood Bluffs. He drove in a slope and struck a six foot seam of fine steam coal. With success in sight, Mr. Bulkley ordered three cottages and a pit head to be built.

In 1876 the Harewood Mine produced 8,616 tons of coal while 8,815 tons were removed in 1877. Since the coal produced could not compete with coal produced by the Vancouver Coal Company and the Wellington Collieries, Mr. Bulkley returned the lease of the Harewood Estates to Lady Hamilton and returned home to San Francisco.

## THE AERIAL TRAMWAY

A herculean and expensive problem faced Bulkley. The problem was the transportation of the coal from Harewood to dockside. The cost of a road through virgin land was prohibitive. But being a man of vision, he decided to construct a three mile aerial tramway to deliver his coal to the Harewood Mine Bunkers on Cameron Island. (C. P. R. Terminal).

The aerial tramway was a trestle made by placing four posts on the ground at 150 feet apart, varying from 15 feet to 90 feet in height, depending on the terrain, and closing to a point at the top. A 10 foot squared timber was fastened about 4 feet from the top, fastened horizontally, with a bevelled wheel at each end.

Over this wheel, an endless wire would be placed, which, at the landing stage at Cameron Island, was taken over a large vertical driving wheel, then around a horizontal wheel and brought up and over another vertical wheel. A 20 horse-power Roby and Company steam engine

with two cylinders of 12 inches and a 14 inch stroke powered the driving wheel.

The iron buckets or tubs were suspended from the line by a remarkable and ingenious device that allowed the buckets to be firmly attached to the cable. Each bucket had a capacity of 200 pounds and travelled at 10 m.p.h.

On the inside of the iron suspension was a groove, like an inverted "V". The apex was lined with Indian rubber to give a firm hold onto the cable while the base was wide enough to allow easy clearance over the trestle wheels.

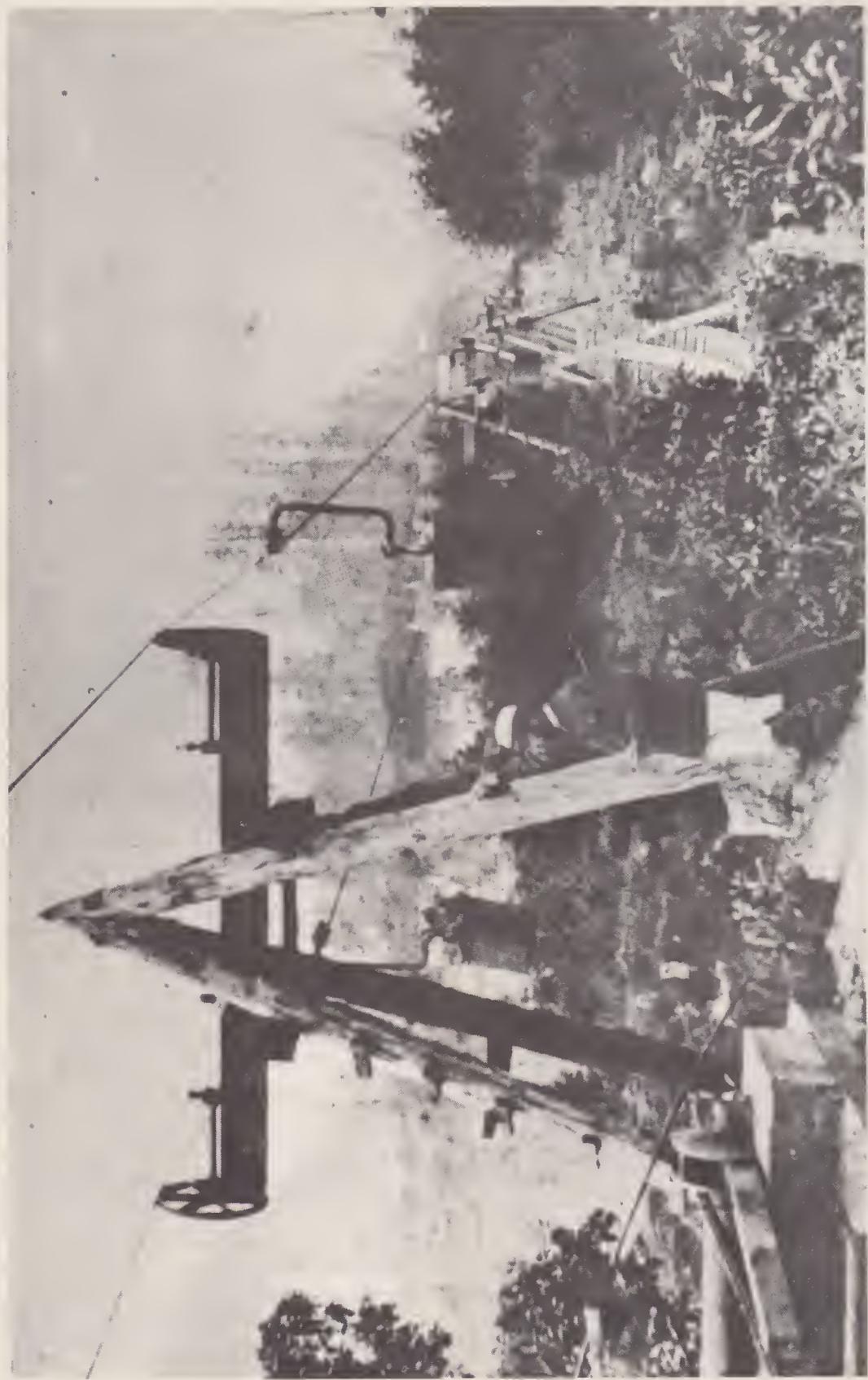
As an added feature, a light wire, secured to the top of the trestle, was strung from the mine entrance to the bunkers on Cameron Island, to become the first Telegraph Line in the Nanaimo District. A complete blacksmith shop was erected on the island. Bunkers constituted the last work done on the trestle.

After many trials, On March 21st, 1876, Mr. Bulkley pulled the lever that started his new and novel Aerial Tramway, bringing down the first shipment of coal. The distance between mine and wharf on Cameron Island was 2 7/8 miles, the cable travelled at 4 m.p.h. with 200 buckets strung out along the line. One hundred buckets were filled with coal and the others returned empty to the mine. The delivery was 10 tons per hour.

The Schooner "Industry" took the first shipment of coal from Cameron Island Bunkers on March 21, 1876 and headed for San Francisco. By the end of 1876 a total of 11,858 tons of coal had been mined.

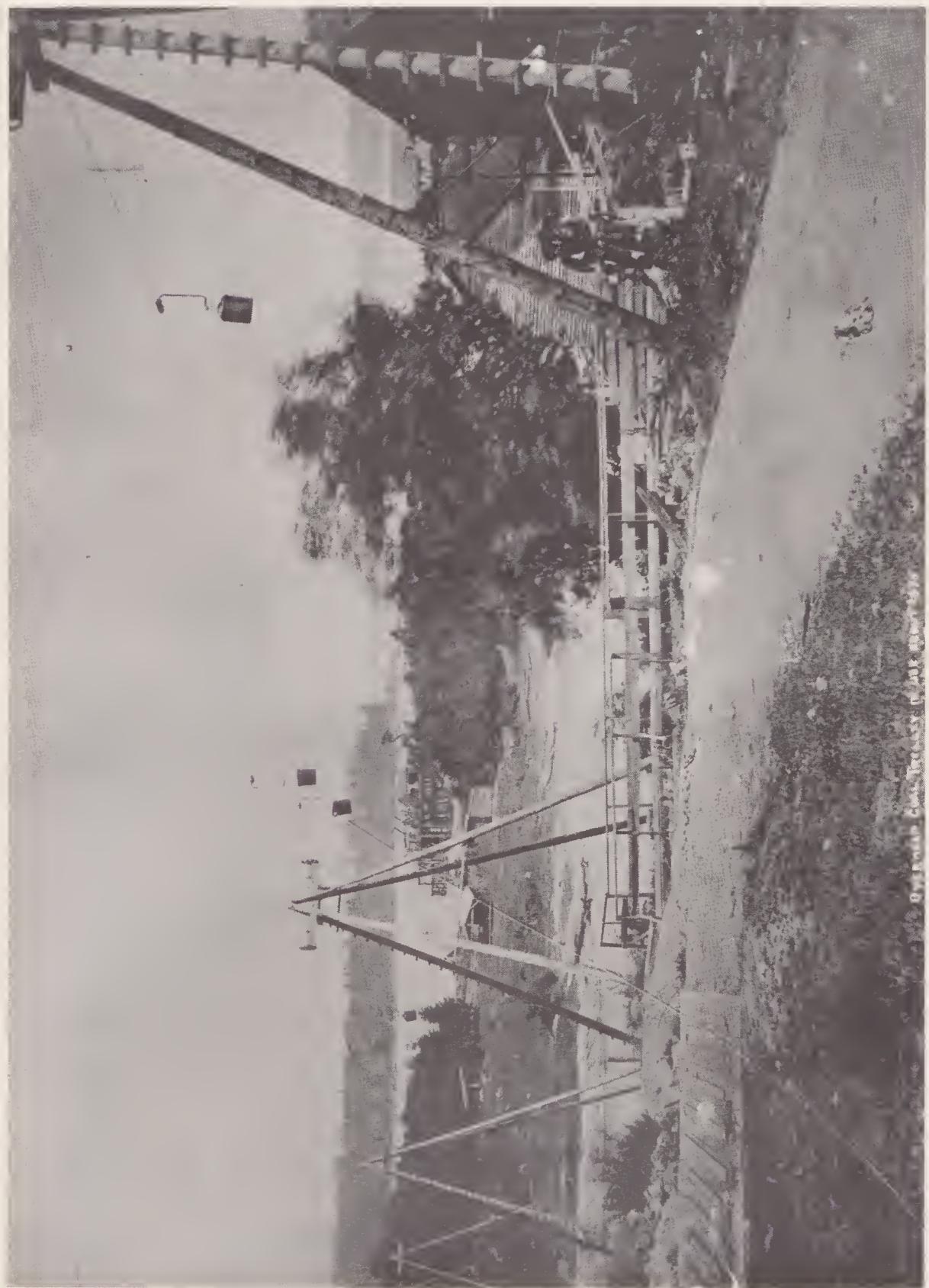
The tramway became a victim of vandals who pulled off the buckets and interfered with the operation of the mine and system. A \$50.00 reward was posted leading to the conviction of anyone tampering with the tramway. However the aerial tramway, though novel and ingenious, failed because too many buckets were attached to the line at one time. The weight of the buckets caused the wire cable to sag and consequently many of the buckets fell off. The buckets, too heavy to lift, remained where they fell.

The failure of the aerial tramway, coupled with financial difficulties and a slump in the coal market, forced Captain Bulkley to close Harewood Mine in 1878.



J. G. ELECTRIC (J. Blasutig)

THE AERIAL TRAMWAY — from Harewood Mines to Cameron Island. In use about 1875.



QUINN'S JEWELLERS

## JEMMY JONES AND THE AERIAL TRAMWAY

An amusing incident concerning the Aerial Tramway took place on Albert Street. The incident was so humorous that it has been a source of much story telling by the oldtimers.

Captain Jemmy Jones was master of the Schooner "Industry" which was berthed at the wharf at Cameron Island to take on Harewood coal for San Francisco. While in Nanaimo waiting for his schooner to be loaded, Captain Jones went ashore to visit some friends. He became fascinated by the buckets of the Aerial Tramway that passed overhead. With plenty of time to spend, Captain Jemmy took a walk out to the mine, but on the way back, he decided to ride a bucket instead of walking. Jemmy had done some daring things in his lifetime and so he thought nothing of climbing a trestle and jumping into a passing bucket loaded with coal. However, he did not know that the engineer shut down the entire system at 12 noon for lunch and to oil the machinery.

As the bucket he was in came to a stop over the intersection of Albert and Wallace Streets, Jemmy found himself stranded between two trestles. He was taunted by several young men below and he threw chunks of coal at them and told them to go away. A constable arrived, ordered Jemmy to come down at once, to which Jemmy replied with a barrage of coal.

When the bucket and Jemmy finally arrived at the Cameron Island Bunkers, he was arrested by the waiting constable. The magistrate listened to the charges of trespassing, public mischief, disturbing the peace, suspected of being drunk (who in their right mind would ride in a coal bucket?)

Captain Jemmy Jones was fined and then admonished by the magistrate that it was not befitting for a ship's Master to behave in such a manner.

The "Industry" took the first coal shipment on board March 21st, 1876, and departed for San Francisco.

## HAREWOOD MINE REOPENS

The Vancouver Coal Company bought the Harewood Land Tract from Lady Hamilton on May 6, 1882 for future development.

In 1891, the New Vancouver Coal Company, successors to the Vancouver Coal Company (1889), had their diamond drill moved to Harewood, one and a half miles southeast of the old Harewood Mine. Coal was struck at 150 feet. Development work carried on into 1892 when the operation was stopped. Further work was cancelled when a test bore showed coal to be of poor commercial quality. The mine closed down in 1893. Work was resumed again in 1899 for a brief time, for further exploratory work but closed down within a few months.

The New Vancouver Coal Company made another attempt in 1901. A slope was dug 650 yards to connect with a new shaft that was being sunk. The shaft, 8' x 16' struck coal at the 232' level on November 11th. A Pit Head was built. It was 65 feet high, with its landing stage 30 feet above ground. The Pit Head was 30' x 100' and housed the shakers, screens and picking tables. A double hoisting engine was installed to haul up the cage with coal or to lower the miners. A three and one-half mile standard gauge track railway was constructed from Pit Head and crossed the old Aerial Tramway grade twice, followed the bank of the Chase River to Victoria Road where it joined up with the spurline to Southfield No. 5 and then proceeded to bunkers at No. 1. Work progressed continuously through 1902 and in July 1903, the first shipment of Harewood coal was sent out over the railway.

January 1st, 1904, coal reports showed that the mine averaged only 30 tons per day. A fault had been encountered which delayed production. The mine closed down in September when coal could not be worked economically. Houses and equipment were moved to the new

mine at Pimbury Point, known as Northfield No. 4. On July 31st, 1905, this mine became known as "Brechin Mine."

July 4th, 1917, The Western Fuel Company, successors to the New Vancouver Coal Company in 1902, re-opened the Harewood Mine, using horses and electric hoists.

Harewood Mine, under different managements, and in a series of productions and closures produced 774,361 tons. In January, 1923, Harewood Mine was closed down and abandoned. The coal seam had been exhausted. The remaining coal was of little commercial value.

#### STATISTICS FOR HAREWOOD MINE

	Days in Operation	Men Employed	Tons of Coal Produced
1876			11,858
1917	116	148	47,500
1918	301	272	278,512
1919		356	232,993
1920			157,281
1922			43,795
1923		41	2,422

#### OTHER MINES IN HAREWOOD

##### WAKESIAH MINE

The Wakesiah mine was located near the present Nanaimo Senior Secondary School.

During 1917, the Western Fuel Company, the new owners of the Nanaimo Colleries, sank bore holes all over the Company Farm (present Army Camp) to determine the extent of their coal deposits. At 300 feet, the Diamond Drillers struck the Wellington Coal seam.

Under the guidance of Mr. Joe Kneen, a shaft was sunk in June 1918, with 7' x 12' dimensions, using 6" x 12" sawn timbers for cribbing.

On June 17th, No. 2 shaft was begun 150 feet from No. 1 shaft. In both shafts bedrock was struck at 7 feet and again at 85 feet. Work was suspended to allow a concrete ring to be poured at the shaft entrances to keep out surface water. No. 1 shaft reached the Wellington Seam at 320 feet on September 19th with the No. 2 shaft striking the same seam at 325 feet a few days later. No. 2 shaft was completed first. When the Pit Head work was done, it went into production as work below continued. No. 1 shaft

which had encountered conglomerate, delayed its production schedule. Later it became the hoisting shaft with the No. 2 shaft converted into an airway.

The mine inspector noted that both shafts had been sunk at an average of 152 feet per month, well timbered, and not one accident had occurred.

There was no coal production for export in 1918. While the completion of the shafts was taking place, a railway spur was laid down to connect the Wakesiah Mine with the Harewood Mine Railway.

By 1930 the mine was forced to close because it ran out of coal. This mine produced a total of 687,878 tons of coal in the twelve years it was in operation.

#### STATISTICS FOR WAKESIAH MINE

Year	Men Employed	Tons of Coal Produced
1919	82	7,420
1920	163	63,342
1922	208	79,515
1923	270	103,999
1924	295	112,085
1925	228	93,788
1926	167	40,197
1927	159	47,119
1928	151	75,981
1929	125	60,228
1930	94	4,204

#### DOUGLAS MINE

This mine was located in the easterly bank of the Chase River; near the junction of the river and the continuation of eighth street. There was a bridge across the river and the coal was hauled from the tunnel up the bank and deposited in the bunkers that occupied the flat portion of land behind (east) the Park Avenue School.

The coal was then loaded into railway cars and hauled by locomotive on a track that ran along the easterly boundary of Harewood to Stockett's Junction and thence to coal wharves at the No. 1 Mine. The Douglas Mine commenced operations in 1910 and operated for several years. By 1920, the operations had ceased, the buildings were demolished and the railway tracks lifted. For years, the railway bed was known as the "Black Track Road."

## FATHER OF HAREWOOD SAMUEL MATTHEW ROBINS

Sam Robins was well known and a prominent Nanaimo citizen. He came to Nanaimo in 1884 to be the superintendent of all the Vancouver Coal Mining and Land Company's operations. He was born in Cornwall in 1834 and received his education there and in Plymouth. He arrived in Canada in 1863 to act as secretary to the Vancouver Coal Mining and Land Company.

Besides providing land for the settlement of Harewood, he was a far-sighted man. He had the welfare of the community in mind in whatever he did. Robins not only took the problem of mining coal seriously but he was interested in the home and recreation of his employees as well. Being a Britisher, he brought many of the English forms of recreation to Nanaimo.

He was interested in soccer and cricket and therefore set out to provide a field upon which his employees could play the two transplanted English sports. Through the Mine Company, he donated land and provided funds for the construction of a recreational park. This park was known for many years as the Cricket Field, however in later years it was re-named Robins' Park.

### ROBINS' PARK

Robins' Park was constructed in 1903-4 and is situated at the corner of Fifth Street and Park Avenue. It was owned and operated by the Coal Company.

The Cricket Field had a magnificent turf, which had been planted and cared for by Robert Hilton. It was a wonderful pitch for cricket and soccer. Many hard-fought championship soccer games were played at the Cricket Field.

In the 1920's, the Empire Day Celebrations were usually held at the Cricket Field and the afternoon was climaxed by horse races. The Park had a splendid circular track. Horses owned by two Harewoodites, Reece Jones and Rex Cooper, usually carried off their share of prizes.

### BRIDLE PATH

Robins also provided for other English pastimes such as walking and horseback-riding. When Harewood was subdivided he made provision for such recreation by reserving a certain amount of land along the north bank of the Chase River. This land is now owned by Harewood. The trustees, in time, hope to implement Robins' dream.

### ROBINS THE GARDNER

Sam Robins was extremely interested in horticulture. In Nanaimo, he had a place known as Robins' Garden which was the show-place of the town. In one end of the garden he grew vegetables while at the other end he planted shrubs from all over the world. The "Garden" (now the Evergreen Court) was a veritable horticulture paradise. However, when the mines changed ownership, the new management was not interested in showplaces and consequently the "Garden" was allowed to deteriorate.

### ROBINS THE PLANTER

Just to the east of the Catstream, Robins had another type of garden. Here he grew Lombardy Poplars and Oaks. Wherever the Company cleared land, Robins would have poplars and oaks planted around it. This is the reason for so many Lombardy Poplars in Harewood.

### NANAIMO RIFLE RANGE

At 1:30 p.m. on May 25th, 1892, Mrs. Andrew Haslam officially opened the Nanaimo Rifle Range. Mrs. Haslam was given a rifle and shown how to hold and fire it at the target. Much to her surprise and that of her guests, her first and only shot scored a bulls eye. Mr. S. M. Robins, superintendent of the New Vancouver Coal Company, had graciously donated the land for the Range, which was located on the east side of the Company Farm fence, in the area known as the "Bevan Swamp." One road led to the range from the rear of the "Quarter-Way Hotel". Mr. F. C. Potts, Drill Instructor of the Local Infantry Corps, was instrumental in organizing the Nanaimo Rifle Range. The Range covered an area of one thousand yards by fifty yards wide.

## FIVE ACRES

Ah! What memories the words "Five Acres" must conjure up in the minds of the oldtimers. For that is the original name of Harewood.

However on a topographical survey of Nanaimo and District in 1852 produced by Pemberton and Pearse (Hudson Bay Company Surveyors), Harewood was named "Pearses Plains."

Although the existence of the Harewood Valley was known for many years, the first move to settle in Harewood was made in 1866 when Mr. Deighton Calverley approached Mr. Samuel Robins, manager of the Vancouver Coal and Land Company, for some land in Harewood.

Robins was very amenable to Mr. Calverley's request. He was aware that a stable, contented group of workmen was essential to any successful business en-

terprise. He was also aware that the "Land of Wakesiah" was well suited for homestead purposes. Robins, therefore, conceived a plan to sub-divide Harewood into five-acre lots; hence the name Five Acres. Each of the lots was well suited for a homestead on which a man could have a home, a garden, a few cows and security for the future.

Robins' terms were very favorable to the workmen. The usual lease was for 21 years. The ordinary rental for a five-acre lot was, for the first two years, \$2.50 per year, and, for the next three years, \$12.50 per year. For succeeding years, the rental was \$5.00 or \$10.00 per acre per year. At any time during the first ten years of the lease, the land could be purchased at a stated price, averaging \$200 per acre, but ranging from \$125 to \$400. If parts of the land were rocky, rendered useless by streams



CALVERLEY HOME — built on Bruce Avenue around the turn of the century.



THE HOME — of Mr. and Mrs. William Calverley Sr. on Harewood Road.

or ditches, the price was either reduced or the purchase price was calculated on the area of good land, although a deed-to-the-whole five acres was issued. Often, when through misfortune a man was forced to give up his lease, the Company reimbursed him for the value of the improvements that he had made.

An essential condition was that a predetermined area (two acres in three years) must be cleared, made fit for cultivation and fenced with post and rail fencing. Other conditions were that the lessee agreed not to permit, on lands leased, "the trade of butcher, tanner, fishmonger, or any noisome, dangerous or offensive trade or sell or permit or suffer to be sold thereon or therein any intoxicating liquor or use the same premises as a piggery or slaughterhouse."

Provision was also made for the Company to resume possession of lands needed for company purposes, such as a railway grade, or pit head site, but only on a payment of proper compensation as determined by an arbitration board, one

member appointed by the leaseholder, one appointed by the company, and a third appointed by the other two.

In setting up the master plan, Robins was assisted by Alfred Rowley Heyland, a surveyor, who, a few years later, with the approval of the B.C. Legislature, made a new plan of the City of Nanaimo to correct older surveys which had been found wanting. Much of the actual boundary line running was done by two young surveyors, Bob Drinnan and Jim Richards. Drinnan later made a success of coal mine operations in the Crowsnest and Alberta mines. Jim Richards achieved an important position on the staff of the Alberta mines inspectorate. His daughter is today Mrs. W. A. C. Bennett, wife of British Columbia's premier.

The detailed administration of the plan was for several years, around the turn of the century, in the hands of J. H. Hawthornwaite, the Company's Land Commissioner. He later became Labor member for Nanaimo in the Provincial House.

The first leases were issued in 1888 and by 1897, the surveys had reached completion so that Heyland could deposit his plan in the Land Registry Office at Victoria. The policy initiated by Robins for the New Vancouver Coal Company was continued by its successor The Western Fuel Company. As recently as ten years ago, their successor, the Canadian Colleries (Dunsmuir) Ltd., was selling parcels of land to people whose father's or grandfather's name first appeared on the company's books in 1890.

Today, Harewood's home owners may well pause for a minute and think of their predecessors, the pioneer miners who, 60 years ago, were felling and burning trees, splitting posts and rails, and fencing their cleared areas to carry out the vision of Samuel Robins and the Vancouver Coal Company.

#### THE FIVE ACRE LOTS

In order to rightly appreciate the value of the Five Acre Lots, we must first begin at the City Limits, and cover each part separately.

Let us leave town by the extension of Victoria Road, which meets the E. & N.



**FRONT ROW** — Left to right, Joe Calverley, Mr. William Calverley Sr., Mrs. William Calverley Sr.

**BACK ROW** — Left to right, John Calverley, Annie Chilton (Calverley), Walter Calverley, William Calverley.

Mr. William Calverley was the first baby born in Harewood, June 30, 1887. Mrs. Lucy Bennett (Calverley) was the second baby born in Harewood July 30, 1887. She is a sister of Mr. Henry Calverley and a cousin to Mr. William Calverley.



**HENRY DEIGHTON** and Jane Calverley and family: Elizabeth, Annie, Cecil, Lucy on knee of mother, Eva on father's knee. Lucy was second baby born in Harewood — then Five Acres.

Railway Company's track, at the southern end of the Five Acres.

We immediately strike the Harewood Road, now 7th Street and following it for two blocks, in a westerly direction we see the Milk Ranch, owned by J. Dickinson. Here, forty cows and several horses are pastured and cared for and a great deal of milk is supplied to city customers.

Proceeding north at right angles to Harewood Road, two and one-half blocks we come to E. B. Skinner's Poultry Farm, the largest in or near Nanaimo, and probably the largest in British Columbia. The yard embraces fifteen (15) acres of cleared land. Near the North Western corner of the farm, stands a splendid two-storey house, with all modern conveniences. There are three separate houses for the chickens. The largest hen coop is three hundred feet long. Only the chickens over six months old occupy this shed. The next largest, two hundred feet long, is the brooder apparatus, and places are divided off for each batch of chicks. Lastly, we come to the incubator, holding six hundred eggs at one time. The establishment has, so far, been very successful, and speaks well for the progress of the Five Acre Lots.

Half way between the Five Acres and Harewood Mill, is the site of the West-

ern Fuel Company's new dam. They have done a great deal of excavating in Chase River Canyon, and expect, in the course of a few weeks, to have their own water supply installed.

Continuing along Harewood Road for one and one-half miles, we reach the Harewood Sawmill, operated by the Western Fuel Company. It works on an average eight months every year, and supplies all the timber used in the local mines.

Let us now return from the Harewood Mill, and on reaching the Five Acres, we go north for almost one mile. Here we find ourselves on the Wakesiah Farm, a piece of land containing five hundred acres, fertile and wholly under cultivation. Three barns stand on the lower land, and on the hill above are numerous patches of strawberries, as well as many young fruit trees.

#### DAIRIES

Down through the years, there have been many dairies located in Harewood. Some of the earlier ones were Calverley's, Spencer's, Maple Leaf, Whitmore's, Hacker's, Smith's, Thomas', Townsend's and Spence's, etc. However, with the growth of Harewood, many of the farmers gave up their farms for the development of residential areas.



FIVE ACRE RANGERS.



CLEARING THE COMPANY FARM — on Wakefield Avenue around 1892.



CLEARING FOREST WITH SKIDDER, NAMAQUA

CLEARING THE COMPANY FARM

## THE COMPANY FARM

The Mining Company required large areas of land to raise fodder and grain for the mules, that were used underground to haul the coal cars. The farms were also used for pasture because the mules were brought to the surface periodically for sunshine, fresh air, green grass and exercise.

The first Company Farm was located on the Gordon Estate. This large tract of land embraced Chinatown, Bayview School and View Street area of South Nanaimo.

Later another Company Farm was established along Seventh Street between

Howard Avenue and Park Avenue where the Centennial Park and the John Barsby Junior Secondary School are now located. This property was later purchased by J. J. Dickenson, who developed one of the largest dairy farms in Harewood.

On September 10, 1892, clearing of the Company's Farm on Wakesiah commenced. In the 1930's the Canadian Collieries sold this farm to Frank Beban, who in turn sold it to the Department of National Defence for the establishment of Camp Nanaimo. Today, it consists of the Diefenbunker, Army units, Indian Hospital, B. C. Hydro, Vocational School, School District 68 Administration offices and the Nanaimo Senior Secondary School.



Haying time on Company Farm.



COMPANY FARM — Showing one of the large barns. 1930's water wagon used on farm, when owned by Frank Beban.



MR. SYD. STOREY'S Grandfather and father on the porch of their home on Bruce Avenue, which was pulled down to make way for the store.

## EARLY HAREWOOD

### FIRST HOME

The first home was constructed in 1892 by Richard Gibson soon after the Five Acres was established by the New Vancouver Coal Company. It was located on Howard Avenue near the Nanaimo Cemetery.

Mr. Gibson had come to Nanaimo in 1870, and was elected Mayor of the City of Nanaimo in 1887. He was one of the six survivors of the disastrous No. 1 Mine explosion.

The Gibsons lived in Harewood until 1905 when their home was destroyed by fire. They then moved into an apartment above the "Gibson Block" on Commercial Street.

### STORES

The first store in Harewood was constructed in 1910 at the corner of Bruce Avenue and Fourth Street by Mr. Storey. It was a one-room store with a lean-to warehouse at the back. The Storeys operated the store until 1913 when they were forced out of business by the great mine strike of 1912-14.

Henry Watson then rented the store until 1919, when Mr. Storey returned from overseas and decided to operate the family store. In 1921 the Storeys sold the store to Mr. Bob Burns who operated it until the mid-1940's when he



THE FIRST STORE — in Harewood, when it was owned by Robert Burns.

sold out to Alex Speller. The Burns' opened the Jean Burns Clothing Store in Nanaimo. Some years later, Alex Speller sold out to Harry Veale who in turn re-sold to Ed Anderson, the present owner.

The second store (McFarlane's) was built at Leonard's Corner (7th and Bruce) in 1918 and the third store was opened on Fourth Street in 1921 by Henry Watson, who had previously operated the first store.

#### CHURCH

The St. Paul's Harewood Mission, at the corner of Harewood and Howard Avenue, was the first church built in Harewood. It was a pre-fabricated building assembled by Harry McRae. The mission, still in operation, was built in the 1920's. The only other church built in Harewood was the Lutheran Church.

#### STREETS

It is interesting to note that in 1915, Fifth Street did not go any further west than Harewood School; Sixth Street ran between Howard and Bruce; Seventh Street was the same as it is today; Eighth Street ran from the Douglas Mine to Bruce Avenue.

Howard Avenue ran from Comox Road (now Bowen Road) to Seventh Street; Bruce was constructed to Eighth Street, and Park Avenue consisted of only two blocks, joining Ninth Street to Seventh Street.

People living on Park Avenue had several ways of getting into town. If they travelled by horse they would go by way of Seventh Street. If they walked, they could take several short cuts. One was by way of Lovers' Lane, which was a path across the ridges located on the easterly side of the Cricket Field and they would eventually emerge near Chinatown. The other path was across the Gordon Estate which eventually brought them out onto Victoria Road.

It is interesting to note that the portion of Fourth Street between Bruce and Pine was known as the "New Road" and the hill in front of the Firehall was called the "New Road Hill" or the Miners' Hill."

The Chain Gang did most of the original construction on the streets in Harewood. It consisted of prisoners from the Nanaimo Jail. Most of the prisoners were deserters from the sailing ships that had called at Nanaimo for coal. It was



LENARD'S CORNER STORE — Seventh Avenue and Bruce, as it is today.



SHARP HOME.

the custom in those days to leave the names of the deserters with the local law enforcement officers. In the meantime if the deserters were apprehended after the ships had left, the deserters were kept in jail until the ship returned to pick them up . . . sometimes the ships returned in a short time, sometimes it took them several years, sometimes they never returned. Therefore, to obtain monies for their food, clothing and lodgings, the local authorities hired out the services of the prisoners. In the morning

and under the supervision of a sergeant, the prisoners were marched out, clothed in leg-irons, to the various construction projects and in the same manner they were marched back to the jail at night.

The original streets were named by the Western Fuel Company on January 5, 1912.

**Wakesiah Avenue** — Named after the "Land of Wakesiah." Wakesiah is a Chinook word which means "Far Away."

**Howard Avenue** — Named after John L. Howard, president of the Western Fuel Company.

**Bruce Avenue** — Named after J. Bruce Smith, the vice-president of the Western Fuel Company.

**Park Avenue** — So named because it skirted the "Park" — Robins Park.

**Harewood Road** — Was known as the Lakes Road or the Dam Road.

**Seventh Street** — Was known as the Harewood Mine Road.

**Watfield Road** — Was named by Mr. John Alexander, a miner, after his wife's former address — Watfield Road in Ayr, Scotland.

The multitude of streets that has been constructed in Harewood in recent years, have been named by the subdividers.

## LOVER'S LANE

This was a path that circumvented the easterly side of the Cricket Field. It crossed the ridges above the park and was used to get from Seventh Street to town; since then Park Avenue was not in operation between Seventh and Fourth Streets. In the evenings, it was a popular promenading spot for young sweethearts.

## PEST HOUSE

The Pest House was built in 1908 when a smallpox epidemic broke out among the labourers pushing the E. & N. Railway through to Wellington. The Pest House was built to quarantine the suspects as well as those who had the disease. Several men died and were buried there. It was located at the corner of Wakesiah and Harewood Road, and it is now part of the Harewood Colliery Park.

## SLAUGHTER HOUSE

The slaughter house was located on Bruce Avenue, just north of the Catstream on the left hand side as one approaches Pine Street. At one time there was a bridge across the Catstream at this point.



**MR. AND MRS. COOK** — Came to Nanaimo in 1886 and went to live in Harewood about 1889. Their home was the first house built on the corner of Bruce Avenue and Sixth Street on the North West Five Acres. Pictured here with their daughter Ada and sons Bert, James and Clifford.

## CHASE RIVER

The Chase River has its source in the ridges around Mount Benson, meanders in a south-easterly direction and empties into the Nanaimo Harbour, near the village of Chase River.

Peter Brown, a Hudson's Bay herder, was murdered on November 5, 1852 near Saanich. A search revealed evidence that the murderers were Indians.

Governor James Douglas started an investigation and evidence revealed that Sque-is, a Cowichan native, and Siam-a-sit, son of Tche-whe-tum, a powerful Nanaimo Chief, were the major suspects.

Douglas, with the steamer "Beaver" and the brigantine "Recovery", along with a party of French-Canadian Voltigeurs set out to apprehend the two natives. Sque-is surrendered at Cowichan Bay on January 6, 1853.

The next day, the Douglas party arrived in Nanaimo. After spending several days in useless negotiations for the surrender of Sam-a-sit, the Voltigeurs and the sailors went ashore and captured the Indian Village. Douglas soon discovered that Siam-a-sit had escaped up a nearby river.

Basil Battineau, sergeant of the Voltigeurs, with six of his men and a number of sailors, gave "CHASE". The following morning they came upon the fugitive hiding behind an uprooted tree. He attempted to shoot his way out, but his gun only clicked because his powder had become damp from the falling snow. He was captured and taken in irons to the "Beaver." The river was named the "Chase River," which it still bears.

## CATSTREAM

The source of the Catstream is at the Dykes in the northerly part of Harewood. It meanders through the northern part of Harewood, skirts the Cricket Field and eventually empties into the Chase River near Seventh Street. The origin of the name "Catstream" is obscure, although many of the old timers maintain that it derived its name from the fact that the excess cats from downtown were drowned in the stream.

## THE DYKE

The Dyke was situated west of the old Nanaimo Golf Course. It was built to hold back the water of the swamp and make it possible to reclaim the land.

It is at this point that the Catstream has its source. The dyke was at one time a favorite skating spot for the young people during the winter.

## MOUNT BENSON

The 3,300 foot backdrop to Harewood was originally known as Wakesiah or Taitooktan. However, in later years, it was renamed Mt. Benson, commemorating the memory of Doctor Alfred Benson, who had been employed as the first Surgeon and Medical Officer for the Nanaimo area by the Hudson Bay Company in 1856.

## WATER SYSTEMS

With the flourishing coal industry, the Western Fuel Company required vast quantities of water for the coal washers above ground and for the men and mules in the mines. With the advent of city sewers in 1912, the City of Nanaimo foresaw their inability to supply large quantities of city water to the No. 1 Pit Head. Upon receiving such information, the Western Fuel Company decided to put in their own water system.

There was a natural basin located one mile below the City Dam, at the southwest corner of Five Acres. The engineers said it would be ideally suited for a dam.

A spur line was laid in from the Harewood Mine Railway, and the track laid down by November 10th, 1910, over which heavy machinery was brought in. The job of deepening the basin was supposed to take but a few days, but no one knew there was a fissure below the surface. A blast broke open the fissure which allowed the water to flood through the break. Fortunately the water level was lower than usual and the damage to the land below the break was not extensive. Instead of an easy job, the repairs took longer to do for rock had to be excavated, with much difficulty.

The Company started construction of the dams, located in the Harewood Colliery Park, in 1910, and Mr. Joe Kneen turned the water valve to fill the dams on May 1, 1911. As a sidelight, the first cement mixer in Nanaimo was used in the construction of this dam.

The water was carried in 12" wooden stave pipes to the Coal Washers. This pipeline followed an easterly direction near Sixth Street to the Catstream, over a trestle, through the Gordon Estate, down Robins Street to the No. 1 Mine.



**THE FIRST** Harewood Fire Hall built from the material taken from the first North Harewood School (Fairview). Some of the members of the Community responsible for building it.

Homes near this pipeline were allowed to tap the line and eventually this water was carried to most of the homes in South Harewood. The Coal Company water rates were \$1.50 per month and a water collector visited the homes every month to collect the money. Two of the early water collectors were Mr. Harry Jones and Mr. Tom Cunningham.

Another dam was built near the Harewood Mine in 1912. This dam supplied water to the mine. However, in later years, it was connected to the main water system of the Colleries to be used as a reserve supply during the summer drought periods.

The central part of Harewood was supplied by water from the Nanaimo City water system. This system was purchased from the city by Harewood in June 1954. In November 1953, Harewood was forced to take over the Canadian Colleries distribution system because they planned to discontinue this water system.

#### FIRE DEPARTMENT

Prior to 1942, the menacing spectre of fire always hung over the community. Whenever fire struck, the house was usually doomed.

However, in September of 1942 under the auspices of the ARP, the Harewood Volunteer Fire Department was formed with George "Pop" Dorman as president and Henry D. Calverly, the first fire chief. The original equipment consisted of a Bickle pump and several hundred feet of fire hose. The department had to rely on creeks, water holes or natural water supplies for water to extinguish fires.

Soon after the formation of the Fire Department, money was collected throughout Harewood and an old B.C. Telephone truck was purchased. The old Maple Leaf truck was reconverted and a 500 gallon tank was added. Additional equipment consisted of a 150 G.M. pump mounted amidships, 200 feet of reel garden hose, 200 feet of 1 1/2 inch hose, 3 fire extinguishers, one Bickle pump, and a lighting and generator plant. The



department was now prepared to challenge any fire.

Through volunteer labour, a Firehall was constructed on the site of the present hall. Material for the hall was obtained through the demolition of the original North Harewood Elementary School.

The rapid growth of Harewood forced the Trustees to increase the Fire Department and to construct a new Firehall. Consequently in 1955, the trustees passed two by-laws, one for the purchase of a new fire truck and the other for the construction of a new hall.

To date the Fire Department is well equipped to fight any type of fire in any part of the District.

Since its inception, the Fire Department has had three Fire Chiefs, Mr. H. D. Calverley, Mr. L. Clarke, and the present chief Mr. T. Forrester.

## SCHOOLS

The population of Harewood grew rapidly and the need for a school became an obvious necessity. On June 14, 1892, a meeting of all the ratepayers was held to consider three vital questions.

First, it was unanimously agreed that Harewood required a school.

Secondly, it was agreed by a two-thirds majority, to accept Mr. S. M. Robbins' donation of land for the school. The one acre tract of land was situated on the S.E. corner of Sec. 25, Range 6, with frontage on Harewood Road.

Finally, it was decided that notice of tender, for the clearing of the land and the erection of school; be called.



THE HAREWOOD FIRE DEPARTMENT — with the new Fire Truck purchased in 1956 and named the Henry D. in honour of our first Fire Chief, Henry D. Calverley. First Row, left to right: J. Peffers, R. Haggith, J. Fort, T. Forrester, H. D. Calverley (Chief), H. Calverley, H. Kirkpatrick, D. Philip. Second Row: A. Topping, J. Philip, J. Merlo, G. Moore, A. Bianchin, C. Fort, W. Leigh, A. Sandland.

HAREWOOD SCHOOL — Corner Howard Avenue,  
Harewood Road and Fifth Street. Class of 1908-1909.



FRONT ROW, Left to right: Violet Webster, Venice Whitta, Katie Crowan, Elsie Cawthorne, Thelma Crue, Min Storey, Ellen Webster, Ethel Waren, Lettie Cook, Angus Whitta, Edward Fraser, (Bertie) Herb Collishaw.

SECOND ROW, Ernie Wheatley, Clyde Collishaw, Albert Hazenfratz, Lloyd Jones, Jim Storey, Calvert Nicholson, Clyde Foster, Charlie Buckle.

THIRD ROW, Clifford Cook, Frank Spencer, Alf Spencer, Herb Foster, Jim Cook, Bert Spencer, Bill Whitta, Stan Sutton, Charlie Lowe.

FOURTH ROW, Miss Gillies, Miss Stevens, Tom Wheatley, Tommy Crowan, Gulim Jones, Eddie Jones, Bertie Hancock, Fred Spencer.





EARLY STUDENTS — at Harewood School about 1912-13.



COUNTRY GARDENS (E. J. Wilson)

Following the historic meeting, tenders were accepted and work proceeded quickly. The school opened on October 1, 1892, with Miss Mabel Bryant as teacher. She held a second class "B" teaching certificate and received a salary of \$50.00 per month. On opening day there were 28 boys and 33 girls, a total of 61 pupils present.

The original Harewood School had one room. The room was large with windows on the east and south sides and two small windows facing Mt. Benson. The interior ceiling and walls, were made of dark varnished V-jointing. In the center of the room hung a large coal oil lamp,

which provided illumination for the dark winter days. When concerts were held in the school, one pupil was delegated to take the lamp home to clean and refill and return it for the evening's entertainment.

The room had central heating, a huge pot-bellied stove in the middle of the room. Plain boards adorned the floor, which received copious swabbings of oil during the year. The desks were screwed to the floor. Each desk accommodated two pupils.

At the semi-annual examination, held in Nanaimo, on December 6 and 7, 1892, Miss Joan Leask, a pupil of Harewood



HAREWOOD SCHOOL — Under construction with the original Harewood School before it was moved.



HAREWOOD SCHOOL TEACHERS — when the new school was opened, 1914-1918. Mr. Bryant, principal; T. McKubben, first assistant; Miss Devlin, second assistant; Miss E. Cunningham, and Miss Hodgson.



HAREWOOD SCHOOL — Grade Five, Miss Lily Piper, Teacher.

School, passed the standard required for admission to High Schooi.

The first Board of Trustees consisted of Joseph Randle Jr., as Chairman, W. Hilbert, Secretary, and D. Thompson.

At the semi-annual examination, held on December 4 and 5, 1893, Miss Alice Hilbert and Miss Olive Randle, pupils of Harewood School, passed the standard required for admission into High School.

Owing to the largely increased attendance, a monitor - teacher, Miss Julia Teague, was hired for Harewood in October, 1895.

In May, 1898, an extra monitor-teacher, Miss E. Pearce, was hired.

In September, 1898, Mr. Watson Dykes the first male teacher for Harewood was appointed. During the year 1898, a second room was added to the original room



HAREWOOD SCHOOL — Completed 1918.



GRADE SEVEN — 1924, Harewood School. Mr. Fox, Teacher.



THE ENTIRE Harewood High School including the first pupils to take First Year University Course.  
Teachers: James Smith, Ronald Graham. Principal: Miss Dorothy Cruickshanks.



ABOUT 1900 — The Red School House, South Five Acres. Alexander Shaw, Teacher.



SNOWY-DOVES DRY CLEANERS (C. Bishop)

and went into operation in September, 1899. However, for the school year 1900-1901, only one teacher taught at Harewood School, Mr. W. Dykes. There is a possibility that at this time either North Harewood or South Harewood schools were built and Miss Pearce transferred to one of the schools.

During the school term of 1912-13 an additional teacher was added to the staff. The increase in population necessitated

the building of a new school and in 1914 the present school was opened with six teachers on the staff.

Some time later, the old school was cut in two and moved to two lots near the intersection of Harewood Road and Fourth Street. The two sections were converted and reconstructed into homes. The first Harewood School continues to serve Harewood as residences for two Harewood families.

#### SCHOOLS IN HAREWOOD TODAY.



J. Barsby Junior Secondary School, Bruce Avenue.



Nanaimo Senior Secondary School, Wakesiah Avenue.



Fairview Elementary School, Howard Avenue and Second Street.



Park Avenue Elementary School, Park Avenue and Eighth Street.



Harewood Elementary School, Howard Avenue.



PENNY'S FLOWER SHOPPE

KATE CAIRNES — Teacher. Students at South Five Acres School.

# Harewood School Statistics

YEAR	TEACHER	CERTIFICATE	SALARY	ENROLLMENT			TRUSTEES		
				BOYS	GIrls	TOTAL	CHAIRMAN	SECRETARY	
1892-93	Miss Mabel Bryant	2nd Class 8	per month \$50	28	33	61	Jos. Randle, Jr.	W. Hilbert	D. Thompson
1893-94	" " "	" " A	\$50	35	39	74	" " "	" "	A.E.H. Spencer
Sept-Dec. 1894	" " "	" " A	\$50						
Jan-June 1895	Miss E. J. Sharples	3rd Class A	\$50	33	30	63	" " "	" "	" "
1895-96	" " " Miss J. Teague (Monitor)	2nd Class B 3rd Class B	\$55 \$40	29	32	61	W. Hilbert	A.E.H. Spencer	J. Randle, Jr.
1896-97	Miss E.J. Sharples Miss J. Teague	" "	53.66 40.00	32	29	61	" "	" "	" "
1897-98	Miss E.J. Sharples Miss J. Teague	2nd Class B 2nd Class B	53.75 40.00				J. Randle, Jr.	A.E.H. Spencer	W. Calverley
1898-99	Watson Dykes Miss E. Pearce	2nd Class A 2nd Class B	53.75 40.00				" W. Calverley	A.E.H. Spencer	J. Randle, Jr.
1899-1900	Watson Dykes Miss E. Pearce	2nd Class A 2nd Class B	54.00 40.00				W. Calverley	A.E.H. Spencer	J. Randle, Jr.
1900-1901	Watson Dykes	2nd Class A	55.00				J. Randle, Jr.	A.E.H. Spencer	W. Storey
1901-1902	Watson Dykes } Miss Olive Randle }	2nd Class A	60.00				W. Storey	A.E.H. Spencer	J. Randle, Jr.
1902-1903	Miss O. Randle } Miss E.M. Dalby }		55.00				" "	" "	" "
1903-1904									
1904-1905	G.M. Boyver Miss R. Hilbert		60.00 50.00				J. Whitta	" "	Jas. Leask
1905-1906	G.M. Boyver Miss I.A. Gillies		\$60 \$50.00				Jas. Leask	A.E.H. Spencer	Mrs. Wall
1906-1907	G.M. Boyver Miss I.A. Gillies		\$60 50				Jas. Leask	"	F. Cook
1907-1908	Miss I.A. Gillies J. LeRoy Laidley		\$60 50				F. Cook	John Collishaw	W. Storey
1908-1909	Miss I.A. Gillies Miss E.M. Stephens		\$60 50				J. Nicholson	W. Storey	F. Crewe
1909-1910	Miss I. A. Gillies Miss E.M. Stephens		\$70 \$55				"	"	"
1910-1911	T. Bryant H. V. Rowlands		\$73. \$65				"	"	"
1911-1912	T. Bryant Miss A.M. Pargeter		\$80 70				"	"	"
1912-1913	T. Bryant Miss F.I. Hedley Miss M. E. Carter		\$90 \$70 \$65				F. Crewe	W.H. Jones	R. Huston
1913-1914	T. Bryant G. A. Coombs Miss K. Devlin		\$100 \$90 \$80				F. Crewe	W. H. Jones	J. Alexander
1914-1915	T. Bryant T. D. McKibbin Miss Rose Devlin G.A. Coombs Miss E.A. Cunningham Miss Ethel Hodgson		\$100 \$90 \$80 \$70 \$65 \$65				J.T. Pargeter	"	J. Malpass
1915-1916	T. Bryant J. H. Price Miss A. Devlin G. M. Boyver Miss M. E. Stephens Miss N.T. Cunningham Miss E. A. Cunningham Miss E. Hodgson		\$100 \$90 \$80 \$70 \$65 \$65 \$65 \$65				J.T. Pargeter	W. H. Jones	J. Malpass

## HAREWOOD IMPROVEMENT DISTRICT

Following the creation of the Harewood Volunteer Fire Department, it was found that extra funds were necessary for additional equipment. For a number of years, the members of the department canvassed the district for donations of money. Often the sums collected were not sufficient for adequate operation, therefore, the executive of the Harewood Fire Department approached the government for assistance. Through pressure and lobbying, Mr. George S. Pearson, Nanaimo MLA, finally submit-



THE IMPROVEMENT DISTRICT of Harewood. Shown as it is in relation to Nanaimo City.

ted a bill creating Fire Protection Districts under the Water Act.

In 1947, Harewood became a Fire Protection District. Mr. R. Nichol was elected chairman with two trustees, Mr. A. Virostko and Mr. J. L. Borserio.

Several years later, Harewood became an Improvement District. Since its creation as a Fire Protection and Improvement District, Harewood has had only five trustees. Messrs. Virostko and Mr. Borserio have been trustees continuously since 1947 with Messrs. Nichol and Sherry serving terms and the present incumbent Mr. R. Glen has served as a trustee since 1950.



CHILDREN'S Swimming Beach at the dam.



THE FORMER Colliery Dam, now a recreational spot for swimming.



RELIEF MAP of Harewood at the turn of the century showing the streets and the Aerial Tramway.



THE WHITTA FAMILY — came to Nanaimo around 1890, lived in Northfield for awhile, then moved to Harewood. The Whitta family home built at the corner of Bruce Avenue and Fifth St., now site of the Harewood Plaza Shopping Center.

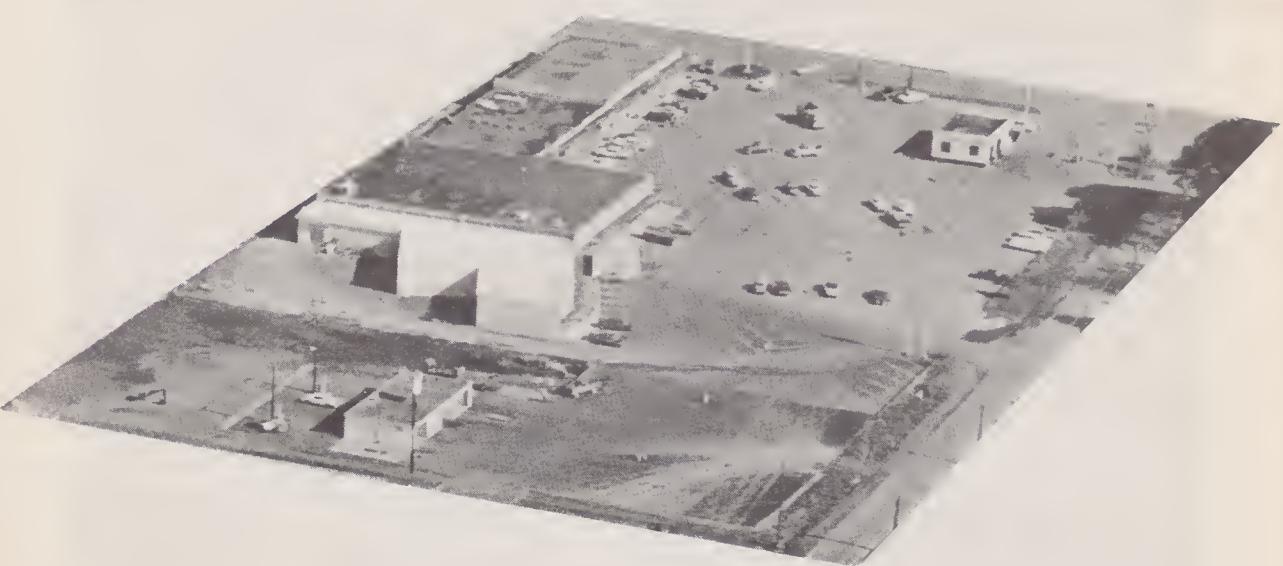


BARN AND HORSES — on the Whitta Farm, Stan and Bill Whitta.

## HAREWOOD PLAZA SHOPPING

CENTRE, Bruce Avenue and

Fifth Street.



## FAMOUS SONS AND DAUGHTERS

Many sons and daughters from the "Land of Wakesiah" have gone far afiel to gain prominence in their own various fields of endeavour. However, some have been content to carve their niche in their own district. The list is too long to include their names here and it is impossible to do them justice at this time. However, no matter where they are, Harewood salutes them, one and all, for carrying the Harewood tradition to the four corners of the earth.

In passing, nevertheless, mention can be made of several native sons who distinguished themselves superbly in the service of their country and at the same time let us not forget those who answered the call of their country but whose names do not appear on the Honor Roll.

### RAYMOND COLLISHAW

The most widely known and internationally famous Canadian air ace is Raymond Collishaw. He was born in Harewood before the turn of the century. With nature at his back door, Collishaw loved hunting and fishing. The

call of the sea was so strong, he became a cabin boy on a government fishery patrol boat at the age of twelve. In 1910, at the age of 18, he was a junior navigator on Scott's Antarctic expedition.

When war broke out in 1914, Collishaw crossed the Atlantic on his own to join the Royal Navy. When he saw aeroplanes for the first time, he decided that flying would be more thrilling than the Navy and he therefore signed up with the Royal Naval Air Service. He graduated as a pilot in January, 1916, and spent the first eight months flying patrol over the English Channel.

Collishaw's first recorded air victory came on October 12, 1916, when he downed a German plane while on a raid over the Mauser Rifle Factory at Oberndorf. Collishaw was promoted to the rank of Lieutenant Colonel on October 1, 1918, and ordered back to England to help form the new Canadian Air Force. However, the war ended before the newly created R.C.A.F. could enter the fray.

He has been credited with shooting down over 300 enemy planes in thirty years of service. During World War I,

he was officially credited with 60 enemy planes, which made Collishaw the Allies' third air ace behind Rene Fouck (75) and Billy Bishop (72). Collishaw was the only famous Canadian air ace to remain in the R.A.F. as a permanent officer.

During the early 1940's he commanded the R.A.F. in the Middle East. He retired from the service in 1943 with the rank of Air Vice-Marshall. He is presently living in West Vancouver.

#### TOM FORRESTER

Tom, Harewood's Fire Chief, was the first known Vancouver Island man to be decorated on the shore of Normandy. At an historic beach-head investiture held by King George VI, Stoker Forrester was awarded the Distinguished Service Medal for "bravery in saving the lives of his shipmates" on the Italian coast, in March, 1944.

Tom enlisted in the navy in 1942. After serving a nine month training period in Canada, he was posted overseas on LCI invasion craft.

He saw service in all the theatres of allied invasion which included Africa, Sicily, Italy and Normandy.

#### RAY JANES

Trooper Raymond Percival Janes, born in Harewood in 1922, went overseas in June, 1943, serving with the 5th Armored Regiment, Royal Canadian Armored Corps.

On April 17, 1945, during the advance from Voordhuizen to Putten, the tank driven by Tpr. Janes, was hit by an anti-tank gun and Tpr. Janes was hit in the right hand by shrapnel. He refused to be evacuated and insisted he could carry on. Being unable to drive because of his badly mangled hand, he elected to change places with the loader-operator and load the rounds into the breech of the seventeen pounder gun with which his tank was equipped. A short time later his squadron ran into a strong anti-tank gun position, and although in great pain and severely handicapped by his mangled hand, Tpr. Janes remained at his post and loaded sixteen rounds until the anti-tank gun position was knocked out. For his outstanding courage and ceaseless devotion to duty he was awarded the Military Medal.

#### DONALD G. NEIL

D. G. Neil joined the Canadian Scottish, transferred to 6th Field Regiment, left for overseas September 1940, trans-

ferred to 7th Anti-Tank Regiment in England, 1941. He served in North Africa under the British 6th Armoured Division and then joined the Canadian Armed forces for the invasion of Sicily and Italy. He received the Military Medal at Hospital Hill, west of Rimini Airport (Adriatic Coast). He went on to serve in the North France, Belgium and Holland fronts. He was decorated at Buckingham Palace by the late King George VI for bravery in the field. He also received the Distinguished Conduct Medal and held the rank of Staff Sergeant when discharged.

#### JOHN WILLIAM NEIL, D.F.C., M.I.D.

Jack joined the Royal Canadian Air Force in 1940 and was posted overseas as fighter pilot (Spitfires and Hurricanes) in 1941. Operating in England until December 1941, he was then posted to the Middle East, Western Desert and North Africa for two years with Lady Tedder's famous 274 R.A.F. Squadron. (Mrs. Tedder was wife of Air Marshall Tedder, R.A.F.). During this period, he acted as Squadron Commander, received Officers Commission and was promoted to rank of Flight Lieutenant.

During the period of operations on the Desert, he was shot down once over enemy lines, bailed out over the Mediterranean Sea and spent a night and a day in the water, paddled ashore in a dinghy and walked through enemy territory safely to his own lines. He became a member of the Caterpillar Club and Silver Boot Club (for pilots who bail out and manage to escape safely). After the Desert War and North African Campaign ended, he was posted to RAF Station Ismailia in Egypt as a Fighter Pilot Instructor.

After a brief leave to Canada in May of 1944, he went back to England and rejoined the RCAF and prepared for the invasion of France. He joined the famous RCAF 421 Red Indian Squadron and as Flight Commander led the Squadron into the invasion of the Continent. In August of 1944 during an aerial combat over the Paris-Beauvais area, he was wounded in action and had to bail out. He spent a brief period of freedom with the French Patriots, but was captured by the German Gestapo, and was held as a prisoner of war until May 1945. For his efforts as a fighter pilot, he was awarded the Distinguished Flying Cross and Bar and the M.I.D.

# HAREWOOD

## CENTENNIAL

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TURLEY'S FLORIST

# Pioneers of Harewood

ALLAN, Archie	CHILTON, George	HALL	McCORMICK, Hugh	SPENCE, C.W.
ALEXANDER, John	CLARK	HAGGER, G.	McLELLEN, W.	SPENCER, W.
ANDERSON	CLARKSON	HAMILTON	MOORE, C.	SPENCER
ASHTON, Joe	COCHRANE	HAMILYN	MOTTISHAW, Sam	STERLING
ASHWORTH	COLLISHAW, Frank	HANNA, Archie	MURRAY, S.	STEPHEN
BAILEY	COOK, Fred	HASENFRATZ, H.	NEWBERY	STEPHENS, C.
BANCROFT, John	COULSON, George	HILBERT	NICKOLSON, John	STEVENS
BARRASS, Robert	CREW, Fred	HILTON, James	PAGE, Cec	STEVENS, C.
BEAUMONT, Humphry	CUNNINGHAM, John	HOSIE, David	PARGETER, Jim	STEWART
BECK, Cal	CUNNINGHAM, Tom	IRVINE, Robert	PATTERSON	STOREY, S.
BENNET, Andrew	DAVIES	JANES, Harry	PHILIPS, James	SUTTON
BENNET, Ernst	DICKINSON, John	JEFFERSON, Mike	PENNINGTON	SYKES, W.M.
BLINKHORNE, James	DIXON	JONES, J.	PRICE, Tom	TAPPET
BOOKER, Albert	DOCKERTY, Matt	JONES, R.	PYWELL	TAQUE
BORSERIO, James	DOWIE, Douglas	JONES, W.H.	RANDLE, Joe	TEMPLE, Robt.
BRANKSTON	DRESSER, Fred	KEIST, I.	RANDLE, Oliver	TIPTON, J.
BREWSTER, Tom	EATON	KELLET	REED	TOMPSON, J.
BROOM	ELLIOT	KERIONE	REYNOLDS, Tom	WALKER, John
BROWN	EMERY	KENMUIR, John	RICHARDS	WALLACE, George
BOSCO	EVANS	LEASK, P.	SCOTT, Hugh	WALLBANKS, A.
BOWMEN	FLINT	LEEMAN	SCOTT	WALLS
BUCKLE, Bert	FORRESTER, R.	LEEMAN	SEATON, W.M.	WARING, Arthur
BUCHANAN, Dan	FOSTER, Gladstone	LEONARD, J.	SHARPE, Andrew	WATSON, T.
BULLOCH, Gabriel	FRAZER, Alex	LOWE, Charlie	SHEPHERD, Harry	WAUGH, W.M.
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CALVERLY, W.M.	GARLAND	MARCHES, C.	SIMPSON, W.M.	WHEATLEY, W.M.
CALVERLY, Deacon	GODFREY	MELZER	SKINNER, Edward	WHITTA, John
CAMERONS	GOLD, John	MERLO, J.	SMITH, Robt.	WINDLEY, G.
CAIRNS, James	GOURAY	MERLO, P.	SMITH	
CAWTORNE, George	GREEN, T.	MILLIGAN, James —	SOUTHERN	

THE HAREWOOD CENTENNIAL COMMITTEE WOULD LIKE TO SAY THANK-YOU AT THIS TIME TO THOSE PEOPLE WHO HELPED US OBTAIN INFORMATION, PICTURES AND THE NAMES OF EARLY HAREWOOD FAMILIES. TO THE PEOPLE WHO HAVE BEEN OMITTED WE ARE DEEPLY SORRY. YOUR NAME WAS NOT LEFT OFF INTENTIONALLY, BUT THROUGH LACK OF INFORMATION.



